



# MOBILITY RECOMMENDATIONS

- CONNECTED 1.11** **New Streets** – New Streets Invest in and protect new future street connections through capital investment and land development projects, prioritizing opportunities to increase network capacity in growing areas, expand our multimodal network, complete critical creek crossings, and partner with new development.
- CONNECTED 1.12** **Connectivity and Access** – Require and incentivize connectivity in new development and redevelopment through cross access, connecting and restoring existing streets, block length and connectivity standards, and alternative pedestrian and bicycle connections.
- CONNECTED 1.22** **Removing Community Barriers** – Collaborate with NCDOT to identify and target opportunities to redesign and reinvest in removing and mitigating the negative impacts of our past highway investment that separated and displaced neighborhoods.
- CONNECTED 2.12** **Advance and Support the Greenway System** – Support the greenway system as an integral part of the transportation network and partner with Mecklenburg County Park and Recreation to prioritize bicycle investments that provide connections between greenway trails and nearby destinations.
- CONNECTED 3.15** **Charlotte Douglas International Airport** – Support access and connectivity to and around the airport as a significant multimodal transportation facility, major employment center, and important regional economic generator.
- CONNECTED 3.22** **Access to Transit** – Identify and prioritize new sidewalks, pedestrian crossings, and other pedestrian improvements near transit stations and high frequency priority bus corridors.
- CONNECTED 4.11** **Transit-Oriented Development** – Support CATS and the Planning, Design and Development (PDD) Department in proactive station area planning along new and existing corridors, focusing on identifying the critical mobility infrastructure investment necessary to support transit-oriented development.
- CONNECTED 4.26** **Microtransit** – Support CATS in implementing microtransit zones to support on demand transit services as well as first/last mile connectivity to frequent transit routes and key destinations.
- PROSPEROUS 1.12** **Manage Micromobility** – Collaborate with e-scooter and other micromobility service providers to incentivize expanded and equitable access while managing their safe use and parking.



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- SAFE 1.11** **Street and Pedestrian Lighting** – Implement and prioritize new street lighting for the safety of all users; support Duke Energy in the LED conversion of existing street lighting; and ensure that streetlights are located in places that effectively light sidewalks, pathways, and pedestrian crossings.
- SAFE 1.12** **Intersections and Traffic Signals** – Identify, prioritize, and improve pedestrian safety at intersections and traffic signals, including Leading Pedestrian Intervals (LPI) and LPI Plus treatments, exclusive pedestrian phase, raised intersections, etc.
- SAFE 1.13** **Intersection Design** – Design intersections to prioritize pedestrians and bicyclists by minimizing crossings distances, maximizing visibility between vulnerable users and motorists, and incorporating geometric design and traffic signal technology that slows vehicular traffic and manages conflict points between vulnerable users and motorists.
- SUSTAINABLE 1.24** **City TDM Strategy** – Develop a long-term citywide TDM implementation plan that identifies strategies for employers and property managers to encourage fewer drive-alone trips (including overall reductions in work trips) for their employees and/or residents. Establish the City of Charlotte, as an employer, as a leader in implementation of TDM programs.